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FRONTIERS of SCIENCE

Ozymandias on Mars?

Our Stonehenge Heritage: New Hampshire's Mystery Hill

PSYCHIC DETECTIVE: *It's Elementary, Says Noreen Renier*

TALES OF BIGFOOT — Man, Ape, or Fake?

Brontosaur Safari in Congo...New Date for 'Noah's Ark'...Japanese Megaliths... Bah, Oberg!

Sightings and Encounters

INTERNATIONAL UFO REPORTER

These reports are gathered and authenticated through the Center for UFO Studies in Evanston, Illinois, for which Allan Hendry is Chief Investigator. The Center maintains a 24-hour UFO Hotline for the exclusive use of U.S. law enforcement agencies, Federal Aviation Agency facilities, planetaria and other formal channels. The Center also maintains contact with the news media and individual correspondents throughout the world. It also cooperates with the Mutual UFO Network and other UFO investigation groups. Additionally, the Center maintains a computerized databank (UFOCAT). —A.H.

U.S. Sightings

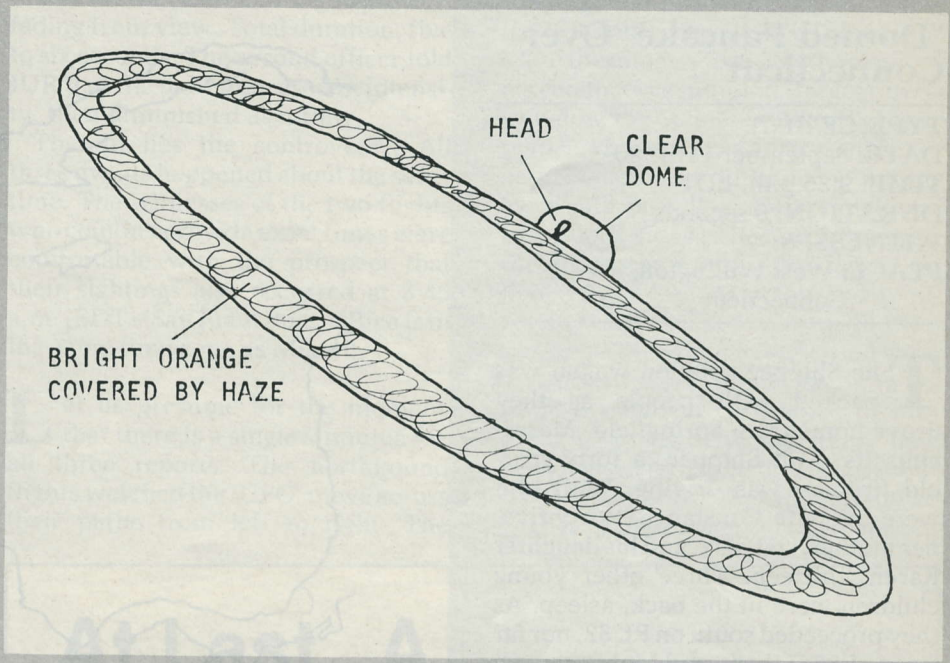
Plane's Near Collision with Mini-UFO

TYPE: CE I
DATE: September 4, 1980
TIME: 1:15 p.m. PDT
DURATION: 20 seconds
WITNESSES: 2
PLACE: Red Bluff, California

A 34-year-old flight instructor en route to Redding with a school official had an experience in the air that would "leave an impression in [his] mind for life."

Lloyd List was flying northbound at 120 knots in a Cessna 172 about five miles south of Red Bluff Airport. It was his passenger who called his attention to a shiny form ahead of them at their 6500-foot altitude. For the first five or six seconds, the form grew larger in angular size. Could this be a balloon, List wondered. Then it stopped "growing" for another five or six seconds, as if it had suddenly adopted their speed and direction of travel. Finally, they closed on the object and watched it shoot right by the plane's left wingtip, only thirty feet away from the witnesses.

The pilot said he had an excellent view of the object. It looked like a metallic "football," although not as fat and with blunted points. It was no larger than three feet in size. The surface was almost mirror-finished, with no seams or features. No sound could be heard above the noise of his own engine.



"Domed pancake" sketched by UFO witness Milton Shippee.

List was especially struck by the fact that the "football" was only fifteen feet away from his left wingtip (itself fifteen feet in length from the cockpit window), yet exhibited no sign of distress or wobble as it passed through the plane's own turbulence. The "points" remained firmly parallel to the ground, oriented north-to-south. The pilot has experience as a race car driver. He is familiar with the sight of nearby objects shooting by at 120 m.p.h. Thus, he was confident that the speed with which he passed the shiny object was either completely – or primarily – his own.

Quickly, List radioed the Oakland Air Route Traffic Control Center and requested a change in his VFR flight pattern in order to pursue the diminutive UFO. He descended to six thousand feet and turned around southbound – but the metallic form was nowhere to be seen. The total amount of time that had elapsed between his near-collision and the pursuit was about thirty seconds.

The skies were completely clear that day. Winds were from the north about five knots. Oakland Center could not account for the mysterious object, and did not see it on radar (the plane's signal was strengthened by an onboard transponder). Pilot List has never seen a UFO in his twelve years

KEY TO ABBREVIATIONS

A "UFO" is any anomalous aerial phenomenon whose appearance and/or behavior cannot be ascribed to conventional, natural or man-made sources after study by analysts who possess technical qualifications the original witness(es) may lack.

Abbreviations used in this section follow six categories of UFO reports developed by Dr. J. Allen Hynek:

NL: Nocturnal Light. Any distant anomalous source (usually illuminated) seen in the night sky.

DD: Daylight Disc. Any distant objects (often disc-shaped) seen under daylight conditions.

RV: Radar/Visual. UFOs seen simultaneously by vision and radar; good agreement between the two is essential.

CE I: Close Encounter of the First Kind. UFO seen within five hundred feet.

CE II: Close Encounter of the Second Kind. CE I that influences the environment, including physical traces, physiological effects and electromagnetic interferences.

CE III: Close Encounters of the Third Kind. CE I or II associated with creatures ("UFOnauts").

of flying. Yet the variable approach of this silvery form, its stable flight past his wing and its abrupt disappearance a half-minute later make it hard for him to conclude it was only a balloon!

"Domed Pancake" Over Connecticut

TYPE: CE III (?)
DATE: September 11, 1980
TIME: 9:25 p.m. EDT
DURATION: 5 seconds
WITNESSES: 4
PLACE: West Willington, Connecticut

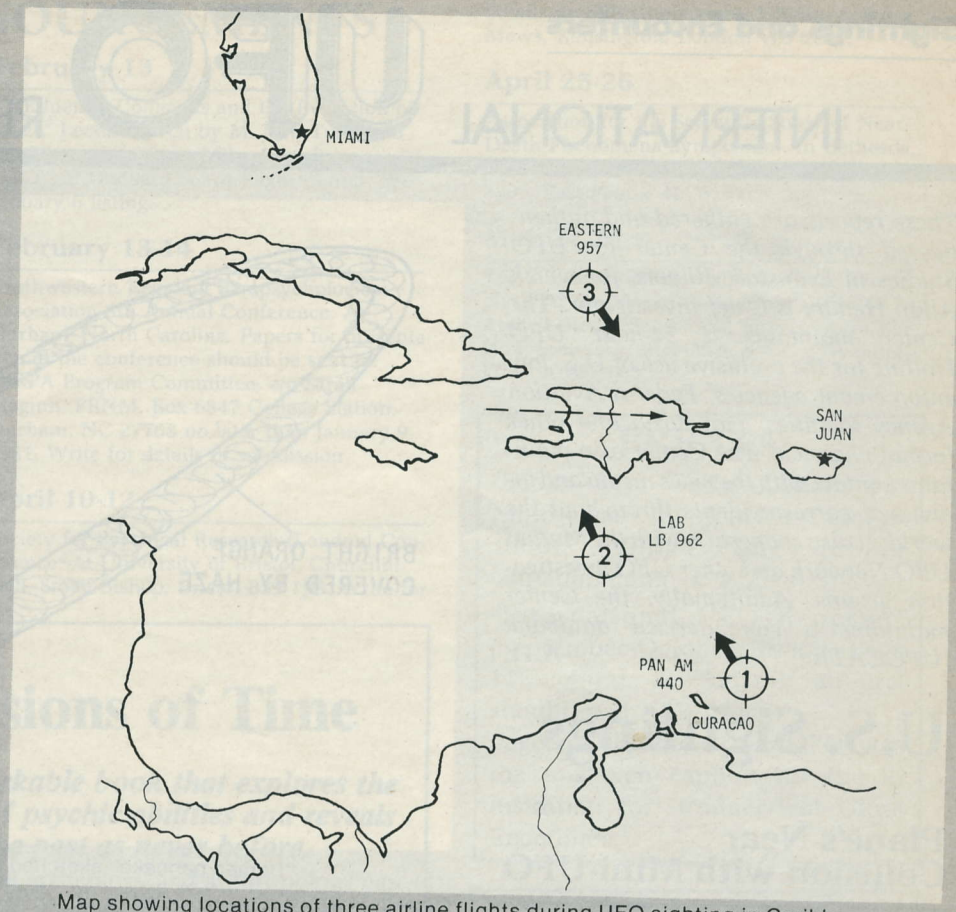
The Shippee's station wagon was packed with people as they drove home from Springfield, Massachusetts. Milt Shippee, a forty-year-old fireman was driving. With him were his wife Constance, thirty-five, her mother, sixty-six, and his daughter Karen, thirteen. Three other young children were in the back, asleep. As they proceeded south on Rt. 32, nor far from I-86, they suddenly saw a pancake-shaped form about forty-five degrees up over the southeast horizon.

The "pancake" was perceived somewhat differently by each witness. Mr. Shippee saw the form as surrounded by an orange rim of light greyed down by a surrounding haze. On top was a clear dome, observed only by him and his daughter. The most provocative detail, however, was indicated in Mr. Shippee's report alone: a bald, or helmetted, head within the dome. This detail would have been quite small as Mr. Shippee described the entire UFO as the size of a "harvest moon." That angular size is at odds with the witnesses' estimate of actual size: a hundred feet at a distance of no more than four hundred feet.

Other witnesses in the car saw the illumination coming from individual lights with dark spaces in between. They were in agreement that the UFO was tilted up on one side as it flew down toward the car at a slow speed, perhaps fifty m.p.h., in the space of a few seconds. Mr. Shippee did not stop driving to look back!

The family was uncertain about traffic around them at the time of the event, but could not recall any. Their description of a clear sky was confirmed by Bradley International Airport.

In order to convince themselves there was not a prosaic explanation for this encounter, the Shippees drove the same route again the next night. Investigator Lawrence Fawcett also went to the area, and noted the absence of any streetlights or lighting systems that might have created confusion. Could this have been merely an advertising plane? Fawcett called five ad plane companies (IUR called a sixth), Bradley Airport, three local airports...even the Goodyear blimp staff, with negative results. Fawcett also reports being impressed with the witnesses' credibility and consistency.



Map showing locations of three airline flights during UFO sighting in Caribbean.

"Chiles-Whitted" Revisited: UFO Sighting Confirmed by Three Flight Crews

TYPE: CE I (?)
DATE: September 22, 1980
TIME: 3:43 EDT
DURATION: 3-10 seconds
WITNESSES: flight crews of three independent planes
PLACE: Three locations in the Caribbean (see map)

Back in 1948, a UFO sighting by the pilot and co-pilot of an Eastern Airlines DC-3 over Alabama lent an early element of drama and controversy to the growing UFO debate. Captain Clarence Chiles and John Whitted watched a cigar-shaped form with flames and (according to Whitted) a row of windows approach and fly by the plane to their right. Chiles thought the wingless form came within one half-mile of the DC-3. The event happened at 2:45 in the morning and lasted ten to fifteen seconds.

Astronomer and UFO skeptic Donald Menzel argued that the UFO's appearance as described conformed to the luminous trail of a distant meteor – windows and all. The brief duration, the lack of noise or air turbulence also supported this explanation, and the Air Force adopted it officially. Chiles and Whitted resisted a meteor solution, however, noting course changes exhibited by the luminous cigar. After passing the DC-3, for example, it appeared to pull up sharply and disappear into a cloud.

Thirty-two years later, an equally dramatic – and arguable – encounter between a plane and a UFO was reported to IUR. Captain Dave Garber was en route to the United States from Rio de Janeiro on Pan American flight 440 last September 22. The sky was

HENDRY

clear as they flew out of Curacao. Ninety miles later at 0743 Zulu, the plane was cruising at 39,000 feet when the 52-year-old pilot, his co-pilot and engineer became aware of a light source aimed directly at them.

Their first thought was that another aircraft with its landing lights on was going to hit them. In the three seconds available to the witnesses, they could see a blue-green body of indefinite outline with a horizontal row of five to six steady white lights. These were presumed to be "windows."

How close did Captain Garber think this elongated form was to them? "Close enough that I didn't think we had time to evade it," certainly no more than one mile. At that distance, the UFO's estimated size was fifty feet, its angular size no larger than a full moon. Instinctively, the crew flashed the plane's landing lights. The UFO appeared to change course by cutting fifteen degrees to its left (the plane's right). It disappeared before passing the jet.

But Pan Am 440 was not alone in reporting a sighting over the Caribbean to the Miami Air Route Traffic Control Center. A Bolivian LAB plane, LB 962, was about 140 miles south of Haiti en route toward Miami from Santa Cruz (via Curacao).

At approximately 4 a.m., the three-man flight crew and a stewardess watched what the first officer described to IUR as a blue-white glow moving across the sky. Similar in angular size to Venus (but much brighter), the fuzzy light source moved forty-five degrees of arc eastward across the sky in ten seconds. This path was somewhat below the plane's horizon. A small trail of sparks was ejected from the rear of the light. These changed in color from white to orange. Indeed, the whole glow became a green color just before it disappeared from view behind a distant cloud. This thunderstorm cloud showed up on the plane's weather radar at a distance of twenty-five miles. That sets a lower limit, of course, on the distance of the light source.

Still another plane – Eastern 957 – was at 33,000 feet on its way southeast toward San Juan from Atlanta. When it was over the Turks and Caicos Islands "around 3 a.m.," its three-man crew watched a "white-green" or "lime green" light source similar to a plane's landing light at a few miles distance. Like the LAB flight, they could see a trail of "heated debris" coming from the rear of the source.

The light started out at the plane's right, about seventy degrees from center at the plane's flight level. Then it proceeded in a straight path almost in front of the plane and slightly lower, fading from view. Total duration: five to six seconds. The second officer told IUR that the light increased in intensity, then diminished as it flew.

Therein lies the controversy. All three events happened about the same time. The witnesses of the two flights who couldn't provide exact times were comfortable with the prospect that their sightings also occurred at 3:45 a.m. (EDT – San Juan, Puerto Rico is in the same time zone as Miami).

Let us presume for the moment that there is a single stimulus for all three reports. The northbound flights watched the "UFO" move across their paths from left to right. The southbound flight – the northernmost of the three – watched it move from right to left. The dashed arrow on the map over Haiti and the Dominican Republic represents a hypothetical trajectory that would roughly satisfy the west and east endpoints of the trajectories noted by all three planes.

Furthermore, the witnesses all agreed that the luminous target flew at or below the 30,000-foot level of each plane. That seems to triangulate the actual maximum altitude of the object's path as well, since it was viewed from both sides. The brief duration, the disappearance within view of the light source and its green and white colors were also common to all three sightings. Needless to say, if all three sets of witnesses were watching the same event over a distance of hundreds of miles, it would likely have been caused by a meteor. A check with NORAD to see if there were any re-entries of man-made satellites for that

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time proved negative. A natural fireball would fit just fine...except for the claim of Pan Am 440.

The Pan Am jet was over 250 nautical miles further away from our meteor's path than the LAB flight. Yet the Pan Am witnesses claimed to see details not visible to closer witnesses. Furthermore, it could not have flown directly toward the Pan Am jet within a mile's distance and still be seen by the LAB witnesses. Since the Pan Am crew eventually saw the light move west to east, it could be argued that they mistakenly thought increasing brightness as the meteor burned up was due to motion toward them.

But as was the case with Captain Chiles and his co-pilot in 1948, Captain Garber rejected the idea that his sighting was based on space debris. He remains convinced that the multi-windowed form was indeed a nearly object that nearly collided with his jet.

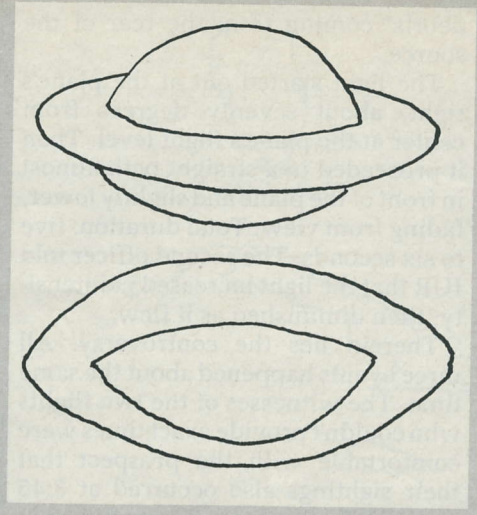
Daylight "Saturn" Over California

TYPE: DD
DATE: September 26, 1980
TIME: 2:26 p.m.
DURATION: 2-3 minutes
WITNESSES: 1
PLACE: Blythe, California

The sole witness to this event was a twenty-year-old woman who does not want her name published – as she hasn't even told the members of her own family.

She was lying on a couch watching television when she spotted the UFO through a window. Stepping outside in this residential area, the young woman saw a Saturn-shaped form (see witness sketch) approaching from the east. It passed directly overhead, granting her a look at its underside, also sketched. The angular size of this glowing white object was several times larger than a sun (or full moon), but no details could be seen, nor sound heard. The glowing "Saturn" flew slowly over the houses and stopped briefly in the west. Its altitude seemed to be lower than that of an aircraft. Finally, the UFO shot straight up out of sight.

This daylight case could have been a classic if more people had reported it. When the Blythe police spoke with the woman, they found her "rational but shaking." Checks were made with the Highway Patrol, the Sheriff's Department and the FAA at the Riverside



ABOVE: Witness sketch of side view of UFO. *BELOW:* Bottom view of UFO.

County Municipal Airport. There was a plane in the area heading west at the time. The pilot did not report seeing anything unusual. The sole witness, "more cautious than frightened," has lived in Blythe for seventeen years without seeing anything like this before. She claims to have suffered a bad headache and a sore throat afterwards. Both were gone by the next day.

UFO Stalls Van in Michigan?

TYPE: CE II – EM
DATE: October 19, 1980
TIME: 7:50 p.m. EDT
DURATION: 5 minutes
WITNESSES: 4
PLACE: Albion, Michigan

First, the slow speed impressed them. Then, the lack of noise, even with the car windows open and the seeming proximity of the object. Most unusual of all, however, was the abrupt stalling of their vehicle when the UFO passed over it.

That's the way Donald Shive, a thirty-nine-year-old upholsterer, described his close encounter in this rural, agricultural area. Driving westbound with his wife, Star, and two young children, ages nine and four, he first noticed it ahead of them.

The formation was "diamond-shaped" – two steady white lights at the sides and a red and blue light forming the front and back. The white lights had a peculiar "fluorescent" color. Darkness prevented the Shives from seeing the outline of the UFO itself, however.

At first, the family thought the UFO was stationary. As they got closer to it, they realized that it was actually moving at an estimated "twenty-five m.p.h." Donald Shive, who had spent time around helicopters in his four years in the Air Force, guessed the altitude of the object to be 200 to 500 feet. It looked larger than a Cessna, while its angular size was similar to a full moon (a half degree).

As Shive approached an intersection and prepared to stop, the UFO flew overhead. Abruptly, his 1972 Ford van stalled out, twenty feet short of the stop sign. Mr. Shive cannot recall whether his lights went out as well, but his wife says they did. No sound could be heard when the object passed over, even though the window was open and there was no traffic around them. The van, (used) two months earlier, had never stalled out like that before – or since – the incident.

Shive tried the ignition thirty seconds after the van stalled. The engine started up easily. Looking out the window behind him, he could see the UFO moving off into the distance. The witnesses turned left and headed south toward the expressway. As they drove by a clearing, they got a last look at the lights heading eastbound.

No other reports were made to the State Police. Since the family saw this object against a background of clouds, IUR checked the tower at Kellogg Field in Battle Creek. The cloud ceiling began at 2,300 feet, placing a lower limit on the aerial object's altitude. Mrs. Shive never believed her husband's claims of four previous sightings in the last ten years...but she does now.

Ironically, UFO reports were big news in Michigan the following day, but they were all based on a Detroit advertising plane, not this more interesting event.

Foreign Forum

Note: The editors cannot exert the same "first-hand" control over foreign cases as domestic ones. It is certainly of value, at least, to compare the reported characteristics of the phenomenon abroad as in the United States. **– A.H.**

Australian Case Update

In the July-August issue of *Frontiers of Science*, IUR presented preliminary information on the

smashing of a tree in Stirling, Australia by a dark "speed-boat"-shaped UFO. The witness, Daryl Browne, saw the UFO wedged in the tree by shining a flashlight on it from below. The incident happened at night. The UFO disappeared in an unseen fashion before police arrived.

According to two recent issues of the newsletter *UFO Research Australia*, three UFO investigators arrived at the scene. One of them climbed the old, but still living, cypress pine to inspect the damage. Their findings included:

- No damage to the trunk itself (contradicting early press accounts);
- Little or no debris on the ground;
- A branch located ten feet *above* the damaged ones that showed no damage;
- The uppermost affected branch was only splintered around a weak point (a large knot), while the four lower ones were completely broken;
- Moss covering that uppermost branch shows no sign of disturbance from impact or weight placed upon it.

The Department of Woods and Forests assured the Australian researchers that a buildup of water in a tree limb can exceed the strength of the wood holding it up. It would then fall and break the other branches below it.

So what was the witness, a self-professed UFO skeptic, initially illuminating with his flashlight? Speculates *UFO Research Australia*...dust (!).

UFO Newsfront

UFO Projects Receive Funding

A new quarterly report (July-September 1980) has been released by the Fund for UFO Research, a Maryland-based foundation headed by optical physicist Bruce Maccabee. The Fund is a relatively new organization, created to provide funding for UFO research proposals addressed to the group's fifteen-member National Board of scientists. Additionally, rapid funding is available to support investigation of important UFO sightings. As the Fund is a not-for-profit corporation, donations from the public are tax-deductible.

After a year of operation, the Fund boasts total assets exceeding $12,000. What sort of funding proposals are underway? One of the most ambitious is support of the GSW vs. CIA lawsuit headed by attorney Peter Gersten (see "CAUS Update," this section). There has also been funding for:

- Dr. Maccabee's New Zealand UFO article in *Applied Optics* magazine;
- A monograph and slide show for public education;
- A conference directed by Dr. Leo Sprinkle, of abductees and contactees;
- A literature search to attempt to correlate information into a "UFO technology."

The Fund may be contacted at:
Fund for UFO Research, Inc.
P.O. Box 277
Mount Ranier, MD 20822

CAUS Update

The last issue of *Frontiers of Science* (September-October 1980) reported on the Ground Saucer Watch (GSW) versus Central Intelligence Agency lawsuit. Through litigation under the Freedom of Information (FOI) Act, some thousand pages of UFO-related documents were aquired. These served to illustrate the CIA's ongoing interest in UFO sightings, particularly those with military involvement.

The suit has been spearheaded by New York attorney Peter Gersten of Citizens Against UFO Secrecy (CAUS), a public-interest group based in Washington, D.C. The GSW-CIA lawsuit has been expanded to include the Defense Intelligence Agency, the National Security Agency and the Federal Aviation Administration.

Since our last report, Gersten has heard from the attorneys of all four agencies. The struggle remains an uphill fight:

CIA – On May 30, the CIA moved for summary judgement on its suit. The court granted this, despite the fifty-seven remaining UFO documents the CIA admits it is withhold-

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ing. Indeed, the material that *has* been released thus far alludes to the existence of two hundred more CIA UFO documents. CAUS filed a notice of appeal on June 24.

DIA– The Defense Intelligence Agency claims to possess only two UFO documents. One of these sprang from June of this year! The U.S. Defense Attache Office in Lima, Peru addressed a message to the DIA with distribution to many other government agencies, ranging from the Secretary of State to the CIA.

The text of the message appears to be highly censored. The only readable sentence says:

"SUMMARY: SOURCE REPORTED THAT A UFO WAS SPOTTED ON TWO DIFFERENT OCCASIONS NEAR PERUVIAN AIR FORCE (FAP) BASE IN SOUTHERN PERU. THE FAP TRIED TO INTERCEPT AND DESTROY THE UFO, BUT WITHOUT SUCCESS."

The DIA also claims to have a document involving the U.S.S.R., but did not release it. While Gersten feels that DIA has conducted an inadequate search, he recently stated his willingness to settle for the complete text of the Peruvian and Soviet messages.

NSA– The 18 UFO documents referred to the National Security Agency by the CIA have now grown in number to 135. On September 1, the NSA's attorneys moved for a summary judgement, asserting that their information was justifiably withheld under the provisions of the Freedom of Information Act. Gersten filed a reply on November 6.

FAA– At the end of October, the FAA said that it had no documents other than those already released.

Gersten noted recently that he is primarily interested in the NSA's 135 unreleased documents as well as the CIA's withheld materials. The two-year legal battle will now concentrate on those two targets.

UFO Analyses from Denmark and Britain

SUFOI, the Scandinavian UFO Information group in Denmark, has released statistics on Danish UFO reports for the year 1976. This was the first year the group had used electronic processing by computer. Between 1976 and 1978, a total of 493 written reports were collected pertaining to 1976 sightings. Over half of these reports were called "insufficient data," but 128 – or 26% – were deemed to be "unknowns."

Meanwhile, a report prepared by Jenny Randles for the British group NUFON – the Northern UFO Network – indicates that 1977 was something of a wave year for the United Kingdom, with double the number of sightings in surrounding years. NUFON stated that the movie *Close Encounters of the Third Kind* and its attendant publicity did not reach Britain until the spring of 1978. Yet 1978 and 1979 were "pale reflections" of 1977, which turned out 315 reports containing 64 unknowns – a 20% UFO rate.

The "unknowns" are presented here using Dr. Hynek's six-category system. The British statistics (as published) were altered to fit the Hynek system. The statistics are shown in comparison with 113 sequential UFOs studied by CUFOS for 1976-1977.

Time distributions in Britain and Denmark both show a peak around 9 p.m., which is a global standard, as does the U.S. collection for the same period. Like the U.S. sightings, the British "IFOs" also peak in the same fashion. None of the three collections show a 3 a.m. secondary peak, sometimes mentioned in the literature. This further supports the prospect that these universal time curves delineate witness behavior more than UFO behavior.

In the 110 Danish UFO cases where the number of witnesses was known, 65% of the sightings had multiple witnesses. This compares well with the 63% figure for the 113 American sightings.

NUFON asserts that their local flap was the first in England since 1967. According to Dr. David Saunders, there should be a flap each sixty-one months, but this should have happened sixty degrees of longitude away from England. Saunders also notes a second kind of relationship between the longitudinal position of any legitimate flap versus month of year.

"Legitimacy" here means that the reporting increase was not created by news and entertainment media excitation. NUFON asserts that was not the case. Yet the distribution of reports shows no specific peak in any one month of the year, certainly not the "November" predicted by Saunders' proposed relationship. The month with the most "unknowns" was July. The month with the largest total reports was May, but several other months from February through November are also strong. □

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